situation. They also may provide an enjoyable recreational experience.

Bicycle bridges: Bridges may be constructed that allow bicyclists to get over a river or other linear barrier.

Other options: Other physical improvements can provide support for bicycling as well.

Bicycle parking: Since every bicycle trip has a destination, bike parking facilities are a necessary adjunct to physical improvements. Parking should be provided at major traffic generators (e.g., shops and schools) and at mass transit stations to encourage intermodal travel.

Bicycle/transit connections: A number of communities have found that encouraging bicycling to transit stations results in increased transit use. Some, for example, have provided secure bicycle parking, while others have developed systems for allowing bicycles on trains or buses.

Non-physical improvements: Non-physical improvements should be an integral part of any overall plan for bicycling. The following are options that may be considered.

Bicycle maps: Bicycle maps provide an excellent way to let bicyclists know about route options and large-scale hazards. Often, safety and access information is included on the back.

Bicyclist training: Bicyclist education and training include many options, from developing community awareness through public service announcements to training adults and youngsters in on-road sessions.

Bicycle enforcement: Enforcement of traffic laws is basic to a comprehensive bicycle program. Some communities have implemented on-bike patrols, while others have focused on "selective enforcement" procedures. Selective enforcement involves looking closely at the community's bicycle accident picture and emphasizing those violations that lead directly to the most crashes.

Encouragement projects: Encouragement may include such things as "bike to work week," during which people are encouraged to ride their bicycles for utilitarian trips. It may include recreational rides for families, publicity campaigns or bicycle maps. Each of these options can encourage people to get on their bikes and ride.

Step 6: Select solutions and develop a plan

Developing an overall plan for bicycle transportation in a community is a process of matching the goals and objectives identified in Step 1 with the problems discovered in Step 3 and the solutions identified in Step 5, in light of the community's fiscal limitations.

The ideas in the plan should help solve the problems in order to achieve the goals in a timely fashion. Assembling cost information is an important part of developing the plan. When determining costs, it is best to consult local technical staff who will implement the projects. They also can point out cost-saving opportunities which otherwise might be missed.

The result will be an action plan which identifies those actions which can be easily accomplished and those which require major investment.

Step 7: Implement projects

Implementing the plan involves work on three related but distinct tasks: policy development, long-range planning and short-range planning.

Policy development: The first task may involve the agency in reviewing and altering ordinances and policies that affect routine functions; an example would be the adoption of a bicycle-safe drain grate standard. Policies in the areas of transportation, construction, zoning, parking and law enforcement are particularly important to review.

Long-range planning: The second task involves scheduling long-term investments that solve major problems or provide major opportunities; examples would be the development of a special barrier-breaking bicycle bridge or planning a lengthy bicycle path.